



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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IN REPLY PLEASE

REFER TO FILE: PD-1

January 10, 2012

TO: Each Supervisor

FROM: Gail Farber
Director of Public Works
Gail Farber

BOARD MOTION OF NOVEMBER 29, 2011, AGENDA ITEM 76-B COUNTY OF LOS ANGELES BICYCLE MASTER PLAN

On November 29, 2011, your Board approved the subject motion regarding the proposed County of Los Angeles Bicycle Master Plan (Plan) and directed Public Works to report back in 45 days regarding progress made toward completing the objectives in the motion.

Following is an outline of how Public Works is addressing each of the items included in the subject Board Motion:

Item 1: Amend the Draft Los Angeles County Bicycle Master Plan to include cycle tracks as well as other innovative bikeway road types and cross sections within the Plan as allowed options, which may be implemented by the Department once they are approved by the State, and the Director determines that using such a design would promote the safety of all users of the street, including bicyclists, pedestrians, and motorists.

Section F.5.6, Innovative Design Treatments, has been added to Appendix F, Design Guidelines of the Plan. These innovative bicycle treatments include cycle tracks, colored bicycle lanes, raised bicycle lanes, buffered bicycle lanes, and bicycle boxes.

Item 2: Explicitly allow the use of these and other innovative designs once they become adopted California design standards.

Implementation Action 1.4.4 has been added to Chapter 2, Goals, Policies, and Implementation Actions to allow the use of and promote new and/or innovative bicycle facility designs and standards on County bicycle facilities. California State law requires the State to adopt uniform standards and for local agencies to conform to those

standards. Appendix F, Design Guidelines, provides a range of design options for bicycle treatments, including the innovative design treatments. As these and additional designs and standards are adopted by the State of California, they will be incorporated into the Plan's toolbox of treatments.

Item 3: Include provisions within the Plan that will facilitate Los Angeles County's early adoption of these methods through participation in the State's program to approve experimental projects, where the Director believes such participation would be cost effective and improve safety for members of the public.

Appendix F, Design Guidelines, Section F.2, Experimental Projects, has been added to discuss the process and requirements for experimental projects. California allows approved experimental projects on a case-by-case basis as approved by the California Traffic Control Devices Committee (CTCDC) and the Federal Highway Administration (FHWA). Approved experimental projects are studied by the CTCDC and FHWA as a means to consider changes to the uniform standards. Public Works supports the use of these innovative treatments and will apply for and implement experimental projects utilizing them where cost effective and where such projects enhance the safety of bicyclists, pedestrians, and motorists.

Item 4: Work with the Director of Regional Planning and the Director of Public Health to identify where the model street designs included in the Model Design Manual for Living Streets would be appropriate for inclusion in the General Plan Mobility Element, clearly referencing where these model street designs or other innovative features should be considered.

The Model Design Manual for Living Streets (Manual) was created as part of the County's effort to address the obesity epidemic and incorporates the concept that the built environment in general and streets in particular can have a major impact on health. The Manual also incorporates complete streets principles, which advocates designing streets for people of all ages and physical abilities and accommodating all travel modes. Living streets principles embody complete streets and also include consideration of other issues related to economic vibrancy, equity, environmental sustainability, improvement of health outcomes, aesthetics, and more. The Manual is available to local jurisdictions to use in any way that helps guide their practices, including incorporating it as a design reference, adopting the Manual in whole or in part, or customizing the Manual for their own contexts and streets.

Policy 2.7 of the Plan supports the use of the Manual as a reference tool for Public Works. The Departments of Public Works, Public Health, and Regional Planning are committed to identifying opportunities to incorporate elements and design features of the Manual into the Draft County General Plan Mobility Element.

As part of the General Plan Mobility Element, these elements and design features for living streets can be included in implementation programs for the General Plan Update, such as the Transit Oriented Districts (TODs) Station Area Plans. The General Plan Update identifies 11 planning areas to facilitate future area planning efforts. The elements and design features for living streets can also be considered through the development of the community-driven initiatives for the planning areas. The area planning efforts also present the County with opportunities to comprehensively study the transportation network and assess the transportation and community improvement needs at a subregional level.

In the coming months, staff from the Department of Public Works, Department of Regional Planning and Department of Public Health will consider these and other approaches to incorporate living streets concepts into the General Plan Mobility Element.

Item 5: Take any actions necessary to update the Plan's Program Environmental Impact Report so as to allow these changes to be incorporated into the final Plan before the March 2012 deadline for adoption.

Public Works coordinated closely with the consultants for the Plan and the Program Environmental Impact Report to incorporate the changes discussed above. The revised Plan and the Final Program Environmental Impact Report were submitted to the Regional Planning Commission on December 29, 2011.

Item 6: Continue the Department's collaboration with the bicycling community in preparation for the Regional Planning Commission's consideration of the draft Plan in January 2012.

Throughout various stages of the development of the Plan, Public Works has collaborated with the bicycling community to ensure that we deliver a strong Plan that will increase safe bicycling opportunities in the County of Los Angeles. Since the November 29, 2011, motion, staff met with representatives of the Los Angeles County Bicycle Coalition and High Desert Cyclists. Public Works will continue to collaborate with these and other State holder groups and with our unincorporated communities throughout the implementation of the Plan.

Each Supervisor
January 10, 2012
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If you have any questions regarding the Plan, please contact me or your staff may contact John T. Walker of our Programs Development Division at (626) 458-3900 or jwalker@dpw.lacounty.gov.

MR:pr

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Attach.

cc: Supervisor Gloria Molina (Angie Castro, Nicole Englund, Suzanne Manriquez, Teresa Villegas)
Supervisor Mark Ridley-Thomas (Kathleen Austria, Joan Crear, Ron Fisher, Karly Katona, Fernando Ramirez, Dan Rosenfeld)
Supervisor Zev Yaroslavsky (Maria Chong-Castillo, Susan Nissman, Vivian Rescalvo, Lori Garcia Wheeler)
Supervisor Don Knabe (Andrea Avila, Rebekah Kim, Steve Napolitano, Aaron Nevarez, Dick Simmons, Erin Stibal, Connie Sziebl, Rick Velasquez)
Supervisor Michael D. Antonovich (Michael Cano, Norm Hickling, Jarrod Degonia, Brian Mejia, Sussy Nemer, Edel Vizcarra, Rosalind Wayman)
Chief Executive Office (Rita Robinson)
Executive Office
Director of Public Health
Director of Regional Planning

MOTION BY SUPERVISOR ZEV YAROSLAVSKY

November 29, 2011

The Los Angeles County Bicycle Master Plan should establish a clear vision that Los Angeles County, in partnership with the 88 cities within the County, will become a leader in making bicycling safer, more convenient and more enjoyable for all bicyclists. Doing so will improve public health, clean our air, and create additional options for bicycle commuting, travel, and recreation.

The draft Plan that has been prepared thus far by the Department of Public Works is noteworthy in taking the first major steps in updating the County's antiquated 1970's era bike plan. All those who worked on it should therefore be commended. It is also critical to note that the draft Plan is not yet final: the Department of Public Works will have to complete the environmental review of the plan, and the Regional Planning Commission (and, later the Board of Supervisors) will hold additional public hearings before the Plan can be finally approved. These additional steps must all be finished, and the plan adopted, before March of 2012 in order to comply with grant deadlines.

Given this constraining timeline, it is critical that the Board of Supervisors not wait to send a clear message that we expect this plan to do more to make the County a better, safer place to bike. While acknowledging that additional public input can be

MOTION

MOLINA	_____
RIDLEY-THOMAS	_____
YAROSLAVSKY	_____
KNABE	_____
ANTONOVICH	_____

given to, and additional changes may be made by, the Regional Planning Commission, physical changes to the plan that could affect the Program Environmental Impact Report realistically need to be made now—before the Final Program Environmental Impact Report is released, which is currently set to occur later this month.

Of greatest significance, members of the Los Angeles bicycling community have raised the clear and repeated point that the draft Los Angeles County Bicycle Master Plan should do more to embrace innovative street design and bicycle amenities that will improve public safety and bicycling comfort. I agree.

To the maximum extent possible, the Plan should promote the use of leading-edge designs such as those found in the Model Design Manual for Living Streets that was prepared by the Department of Public Health. These innovations should, at minimum, include cycle tracks, bicycle boulevards, paint treatments, and better integration of bicycle facilities into the built environment. In addition, neighboring jurisdictions have piloted non-standard cross sections and designs where they have deemed it appropriate and safe to do so. As a result, these jurisdictions are making their own streets better for bikes, and have helped transform the debate about how Southern California can become a more bicycle-friendly region. While recognizing that some of these changes will be more appropriately made in other County planning documents, this Plan should 1) explicitly allow the use of these innovative designs once they become adopted State-wide standards; and, 2) contain provisions that would facilitate Los Angeles County's early adoption of these methods where it is safe and cost-effective to do so.

By making these changes now—including cycle tracks as an option within the

draft Plan, and creating the explicit ability to consider innovative street design guidelines that promote bicyclist and pedestrian safety—the Board of Supervisors can ensure that the draft Bike Plan will not just move us out of the 1970's, but move Los Angeles County forward as a leader in 21st Century bicyclist safety and comfort.

I, THEREFORE, MOVE that the Board of Supervisors instruct the Director of Public Works to immediately:

- 1) Amend the Draft Los Angeles County Bicycle Master Plan to include Cycle Tracks as well as other innovative bikeway road types and cross sections within the Plan as allowed options, which may be implemented by the Department once they are approved by the State, and the Director determines that using such a design would promote the safety of all users of the street, including bicyclists, pedestrians, and motorists;
- 2) Explicitly allow the use of these and other innovative designs once they become adopted California design standards;
- 3) Include provisions within the Plan that will facilitate Los Angeles County's early adoption of these methods through participation in the State's program to approve experimental projects, where the Director believes such participation would be cost effective and improve safety for members of the public;
- 4) Work with the Director of Regional Planning and the Director of Public Health to identify where the model street designs included in the Model Design Manual for Living Streets would be appropriate for inclusion in the General Plan Mobility Element, clearly referencing where these model street designs or other innovative features should be considered;

- 5) Take any actions necessary to update the Plan's Program Environmental Impact Report so as to allow these changes to be incorporated into the final Plan before the March 2012 deadline for adoption;
- 6) Continue the Department's collaboration with the bicycling community in preparation for the Regional Planning Commission's consideration of the draft Plan in January 2012; and,
- 7) Report back to the Board of Supervisors within 45 days regarding progress made toward completion of all of these objectives.

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